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~~TOP SECRET TRINE~~ VENONA

MGB

Cipher (T469)

From: NEW YORK

To: MOSCOW

No: 1607-1608

16 November 1944

[Part I] To VIKTOR[i]

Having the General's[ii] instructions about going on the mission ARSENIJ[iii] proceeded to the plant to prepare materials and tools for [C/ strengthening] fuselages. It had become known to the management of the plant that ARSENIJ might be leaving. The director of the firm, BELL, invited ARSENIJ in and proposed to him that he should discuss with SMYRNA[SMIRNA][iv] his desire:

1. To sell us plans of new jet aircraft which are now being developed:

   (a) a twin-engined fighter with a speed of 575 m.p.h.
   (b) a shorter-range single-engined fighter with a speed of 580 m.p.h.
   (c) a single-engined trainer with a speed of 500 m.p.h.

2. These aircraft will be equipped with a new electronic automatic pilot. It will work for any type of flying and at any angle of dive. All the devices automatically record their readings. The devices are patented by the firm [6 groups unrecoverable] P-59 equipped with the automatic pilot were carried out on 4th November in the presence of the senior command staff of the DOCK[DOK][v][,] the Air Force[VVS], Wright Field, NACA[NAKA][vi] and the British. The results were excellent. A.[vii], at BELL's invitation, was present at the trials. The proposed aircraft are as good as the P-80 according to B.[viii]. BELL is prepared to hand A. preliminary information on these aircraft before he leaves.

3. Besides this he will hand over three [C/ copies] of a drawing of a new five-seater helicopter, a photograph and a technical film for showing in SMYRNA. If these are of interest BELL can fly to SMYRNA (he has an invitation) [.] B. added, "If we do "business[BIZNES]" I will be your technical adviser". When asked what this meant, he replied, "You must guess what it means".

[PartII] At the plant A. is acquainted with an engineer, HAAS[KhESS][ix], who has been through special government courses on the jet system. On one of A. and KOROBOV's[x] visits to HAAS on official business a conversation was struck up about the diagram of a jet which was on the office wall. HAAS having closed the door produced from the safe a detailed drawing of the I-16 and gave a full description and particulars. Further H.[Kh][xi] proposed buying one of the inventions - a small jet unit constructed on the basis of the turbo-compressor of the WRIGHT and PRATT-WHITNEY engines. The output of this unit additionally

[43 groups unrecoverable]

. For this purpose he is giving A. before he leaves a photo of the I-16 jet unit in a sealed envelope. H.'s trip can be organized jointly with that of the ALLISON representative [concerning][a] the water-injection unit in the engines of P-63 aircraft of which we have about 500. All the above-mentioned is worthy of note and alters the situation concerning A.'s mission. I request your consent to A.'s flight and an immediate answer to the questions raised.

No. 905

ANTON[xii]

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Notes: [a] Inserted by translator.

Comments: [i] VIKTOR: Lt. General P.M. FITIN

[ii] General Leonid RUDENKO, Chairman of the Soviet Government Purchasing Commission in the U.S.A.

[iii] ARSENIJ: Andrej Ivanovich ChEVChENKO, Soviet representative at BELL Aircraft Corporation.

[iv] SMIRNA: MOSCOW.

[v] DOK: The U.S. Navy Department.

[vi] The National Advisory Committee for Aeronautics.

[vii] A.: i.e. ARSENIJ.

[viii] B.: i.e. BELL.

[ix] HAAS: Loren George HAAS.

[x] KOROBOV: Nikolaj Pavlovich OSTROVSKIJ.

[xi] Kh: i.e. KhESS (HAAS).

[xii] ANTON: Leonid Romanovich KVASNIKOV.

26 June, 1968

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